This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

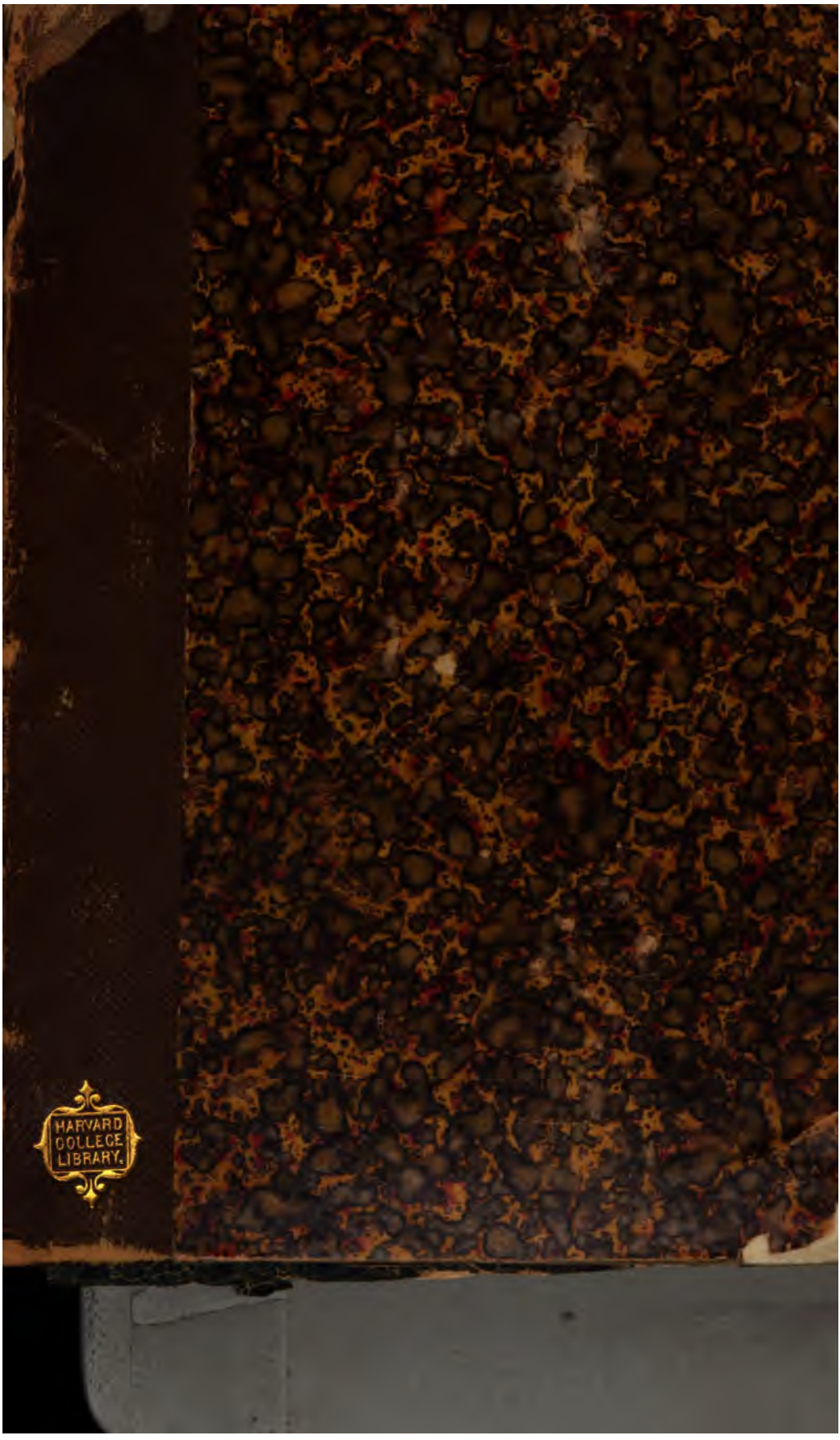
+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

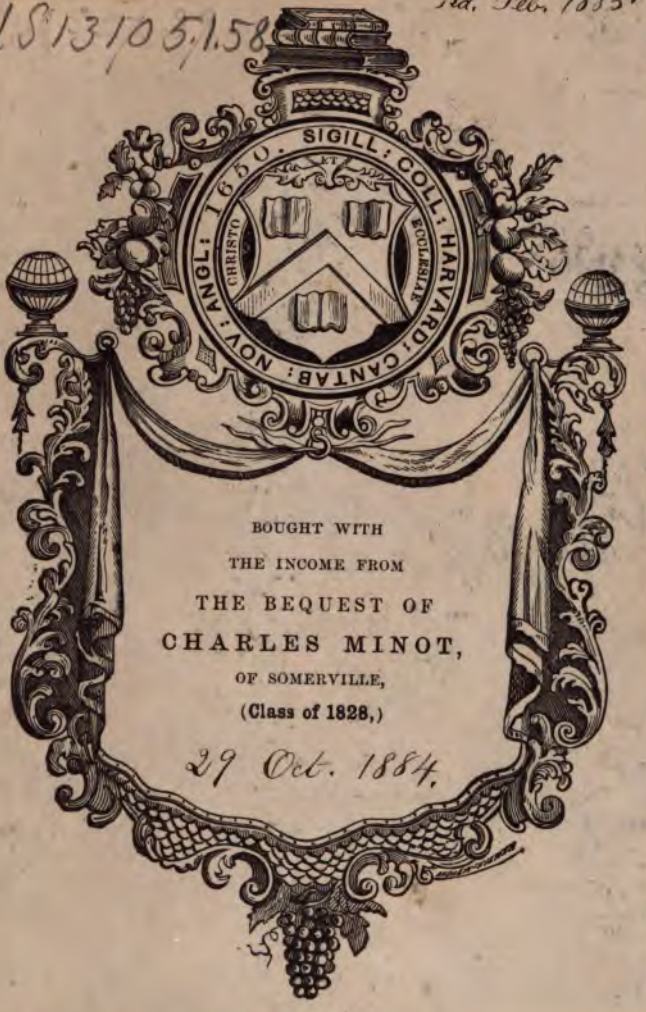
About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`


HARVARD
COLLEGE
LIBRARY

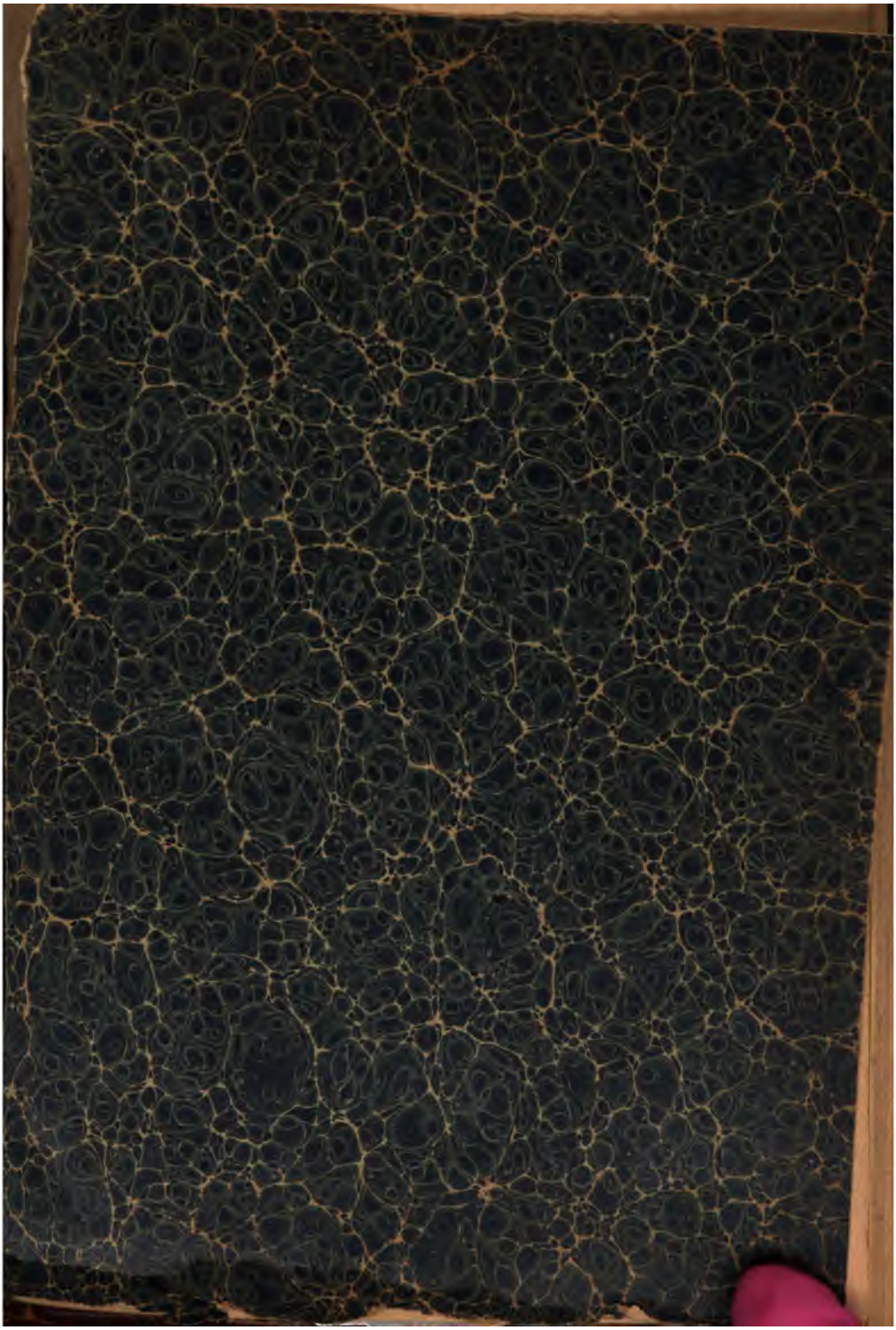
US 13105.1.58

Bd. Feb. 1885.



BOUGHT WITH
THE INCOME FROM
THE BEQUEST OF
CHARLES MINOT,
OF SOMERVILLE,
(Class of 1828,)

29 Oct. 1884.



Brist
1035.29

A Guide for Visitors to the Cities and Towns of the County, including Road Routes.

The Wheelman's Hand-Book OF ESSEX COUNTY.

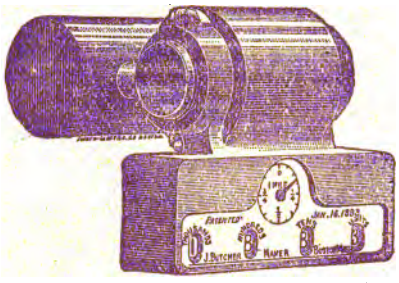
PUBLISHED BY
GEORGE CHINN, Marblehead, Mass.
FRED E. SMITH, Ipswich, Mass.

Price, 20 Cents.

The Butcher Cyclometer

CAN BE

READ AS YOU RIDE.



It is perfectly accurate, registering by a positive action from 1-32 of a mile to 10,000.

WEIGHT, COMPLETE, 19 OUNCES.

Hub Lamp can be adjusted without removing, thereby preserving one's record.

Special patterns for Tricycles and American Star. In ordering, mention size and make of wheel.

PRICE, $10.00.

EVERY ONE WARRANTED, OR MONEY WILL BE REFUNDED.

SEND FOR CIRCULAR.

BUTCHER CYCLOMETER CO.,

338 Washington Street, Boston, Mass.

$2.50. ——— **$2.50.**

The Perfection Bicycle Alarm.

1,000

ALREADY IN USE

AND

Giving Satisfaction.

OUT OF THE WAY

OF HEADERS.

AUTOMATIC

AND

INSTANTANEOUS.

Ask your Dealer for it, or send to the Manufacturers,

THE SERRELL ALARM CO.,

No. 4 East 60th Street, - - New York, N. Y.

THE "IDEAL" BICYCLE,

MANUFACTURED BY

R. P. GORMULLY, 38 AND 40 SOUTH CANAL ST.,

Chicago, Illinois.

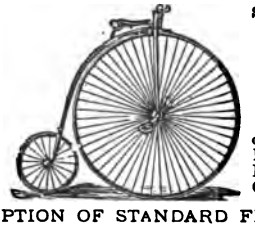
Exclusively licensed by the Pope Manuf'g Co., for making high-grade machines.

The "IDEAL" is the best and neatest Bicycle made in the United States for the price. Every bicycle is furnished with tool bag, oil can and nickel-plated wrench.

PRICE LIST.

50 in.,	Stan'd	finish,	$72
48-in.,	"	"	66
46-in.,	"	"	60
44-in.,	"	"	54
42-in.,	"	"	42
38-in.,	"	"	35

Ball bearings to front wheel, $10.00 extra.



SOLE AGENT

FOR

London's Celebrated Bicycle Cement.

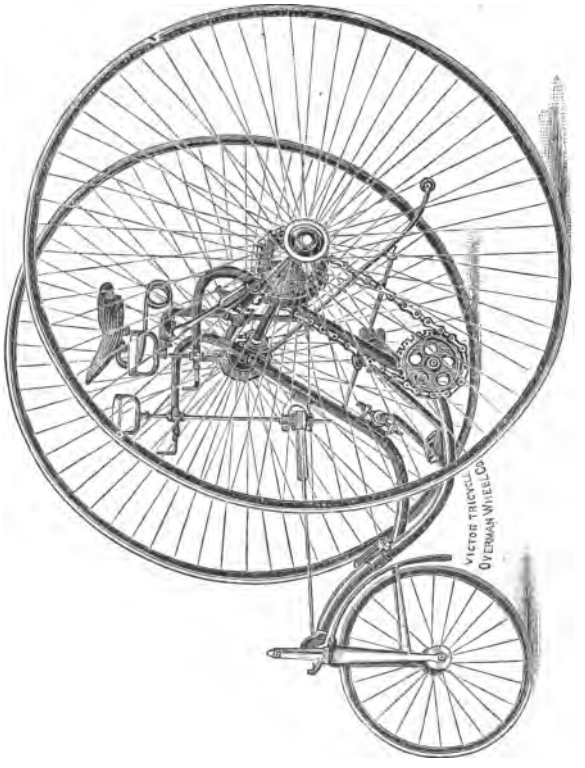
Manufacturer of five different kinds of Alarm Bells, Color Staff, Long-Distance Saddles, Club Colors, etc.

DESCRIPTION OF STANDARD FINISH.

Wheels, backbone and fork, nicely varnished and gold striped. Head, handle-bars, spring, brake and cranks, nickel plated. Handles—Rubber. Handle-bars—Steel, extra long, dropped at end. Fork—Open, Standard Columbia Pattern. Hubs—Burnished Gun Metal. Bearings—The Improved Parallel Globe to front, Cone bearings to rear. Rims—"U" Section, imported. Rubber—Red Para, fine quality. Saddle—Neat Suspension.

VICTOR TRICYCLE.

SEND STAMP FOR ILLUSTRATED CATALOGUE.



NEW MODEL FOR 1894.

BOWN'S ÆOLUS BALL BEARINGS ALL ROUND—126 BALLS.

Victor Ribbon Steering. Detachable Axles.

MAKERS OF

O. W. Co. Lamps, Bown's Æolus Ball Pedals, Warwick's Rims.

OVERMAN WHEEL CO.,

CHICOPEE, MASS.

Largest Tricycle Makers in the United States.

72-1
355.

THE Wheelman's Hand-Book

OF

ESSEX COUNTY.

CONTAINING

BRIEF SKETCHES OF THE VARIOUS CITIES AND TOWNS OF THE COUNTY, WITH A LIST OF THEIR OBJECTS OF INTEREST; A DIRECTORY OF HOTELS, CLUBS, CONSULS AND EXECUTIVES; ROAD ROUTES, ETC. ALSO, THE HISTORY OF THE LEAGUE OF ESSEX COUNTY WHEELMEN.

By GEORGE CHINN and FRED E. SMITH.

PUBLISHED BY
GEORGE CHINN, MARBLEHEAD, MASS.
FRED E. SMITH, IPSWICH, MASS.
1884.

US 13105.1.58
1035.29

1884. Oct. 29.
Minot Fund.

And gives th' eternal wheels to know their rounds.

POPE.

MARBLEHEAD, MASS.:
PRINTED BY N. ALLEN LINDSEY & CO.

PREFACE.

The compilers of this work have undertaken its publication for the same reason that Bill Nye instituted the famous *Laramie Boomerang*, viz.: "to fill a long felt want." Essex County is probably more frequently traversed by wheelmen than any other locality in this state, or in fact any other. The reputation of its roads is high and the hospitality of its landlords is known full well by the traveling community. Hence such a book as we here present seems a necessity. We have endeavored to make it specially valuable to our wheeling colleagues. We know their wants and have labored to supply them. You will find a list of the hotels, the best roads, and their condition, the L. A. W. and L. E. C. W. officers, and if you are on pleasure bent you may find the objects of interest,—and they are many,—in the various cities and towns you visit. But not only to the wheelman, but to the general tourist, will our little work be found indispensable. A wheelman's palate, as a rule, is an appreciative one, and the

hotels we name as official will be found by the traveling public to be the best in the places named. With these few words of introduction we submit our work to the public. It has been prepared in a short two months and consequently may lack that rotundity of expression which characterizes the work of greater time. But we are confident that it will meet a want which has been felt by the touring 'cycler, and we accordingly present it for your consideration. In closing, we must not forget to thank the many friends who have so kindly and ably assisted us in the preparation of this little work, nor our advertising patrons whose announcements form one of its most attractive features.

THE PUBLISHERS.

The Wheelman's Hand-book of Essex County.

AMESBURY.

Amesbury is about 40 miles from Boston, and in the village center, which really is a combination of two towns, has a population of about 6,000. Its principal industry is the manufacture of carriages and woolen goods. The roads of Amesbury, as a rule, are poor, both in the town proper and its approaches. In the town they are full of projecting stones, and on the outskirts are composed mostly of sand. The hotel is the American House, on Main street, A. F. Greenleaf, clerk. Mr. Greenleaf is a practical wheelman, executive of the L. E. C. W. and L. A. W. consul, and will gladly give any desired information. The prevalence of the carriage industry of course calls for first-class machinists, any of whom are competent to repair a bicycle. They can be found easily by inquiry. For points of interest, visit the home of John G. Whittier on Friend street, and Powow Hill, from which a fine view may be obtained. Take opportunity to go through a carriage shop and see the vehicle in its various stages of manufacture. For Salisbury Point and Newburyport, start from the hotel, up Main street, taking left. For West Newbury, Haverhill and Merrimac, the same, taking

right at Bartlett's Corner; or, for West Newbury, pass to Newburyport, take right of three roads next to bridge, then left, then right on main road; or, take center of three roads, then first right at junction of next three. The roads are about the average of country roads.

ANDOVER.

Andover is a flourishing town of about 5,800 inhabitants, situated on the Merrimac and Shawshin rivers. The Boston and Maine Railroad runs through the town. The principal manufactures are thread, twine and woolen goods. Andover is the seat of Phillips Academy, Theological Seminary and Abbott (female) Academy, all of which are situated on Zion's hill which commands a magnificent view of the Merrimac valley, the city of Lawrence and the distant hills of New Hampshire. The surface of the town is uneven, forming gentle eminences and long handsome valleys. The roads are generally very good for riding, but inclined to be soft during dry weather. The southern part of the town is quite sandy, especially through the Reading woods. The only bicycle club in town is that at Phillips Academy, of which P. W. McClellan is the secretary. W. B. Segur is L. E. C. W. executive. From the center of the town, take Elm street for North Andover; Central street for Ballardvale; Main street for Lawrence and Methuen; Salem street for North Reading.

BEVERLY.

The population of Beverly is about 8,445. The principal business is shoe manufacturing, but there are other industries,

such as carriage, morocco and oil-clothing manufactories. The Eastern Railroad and the Naumkeag Street Railroad furnish good accommodations. The chief sights are the Soldiers' Monument on Abbott street, the Town Hall, Odd-Fellows' Block, Masonic Block, and new Commercial Block, — all in the center of the town. From the Washington-street steps at the foot of Washington street, a beautiful view is obtained. Along the Manchester road, there are fine views of the water, and many elegant estates. Beverly has a live club — the Thorndike — with fine quarters in Commercial Block. Leland H. Cole is president, and L. H. Dodge, secretary. Mr. Cole is also recording secretary of the L. E. C. W. Visitors can get information from the L. E. C. W. executive, Granger Whitney, 17 Washington street, or J. Elmer Wood, L. A. W. consul, at the shop of John Wood, Jr., corner Rantoul and Pleasant streets, where disabled wheels can be attended to. The Avenue House on Railroad avenue is the best hotel in the place, but wheelmen are advised to push on to the Essex House, Salem. The roads are hard and compare favorably with those in neighboring places. For Manchester, take Hale street from the Soldiers' Monument. For Wenham, take Cabot street, following horse railroad track, and take the first right-hand turn after Kittredge's Crossing, which is the first double-track crossing. For Danvers, take Elliott street from Cabot or Rantoul, — a straight road. These roads are all fully up to the average, — pretty hard.

BOXFORD.

Boxford is a town of 824 inhabitants, and is divided into two parishes which are about six miles apart. Boxford proper, or the first parish, is about twenty-four miles from

Boston and is touched by the Newburyport branch of the Boston and Maine Railroad, the station being 1 1-4 miles from the meeting-house. M. D. S. Gellis of the Redington House accommodates transient guests, but in West Boxford there are no places of entertainment. There are no objects of interest, unless one wishes to view the interesting process of match manufacturing at the factory of Byam & Co., situated in the town. George W. Foster is the only bicycler in the place. The roads are generally pretty level and hard, with but few hills.

BRADFORD.

This town has nearly 3,000 inhabitants. There is no business in the place, Haverhill furnishing its people with employment. The railroad facilities are the same as Haverhill's, except there is no horse-railroad. Bradford Academy is located here and is an object of considerable interest to many young wheelmen. There is no club in the place and but few riders, the roads are so poor, being sandy, and good only in damp weather. The sidewalks are tempting, but if wheelmen are discovered on them it will be to their sorrow. There is no hotel in the place. For routes to adjoining places, see Haverhill.

DANVERS.

Danvers, four miles from Salem, is a fine place for wheeling, the roads being hard and smooth. There are several wheelmen in the town, and a good racing track, but no attempt has as yet been made to form a club. The Hotel Danvers, corner of High and Conant streets, is the league house, is

pleasantly situated, and is one of the best little hotels to be found in the county. Wheelmen always meet with a cordial welcome and get a substantial meal, with a reduction to league members. Danvers has a population of nearly 7,000 and pays considerable attention to farming. The Eastern and Boston and Maine Railroads run through the town. "Oak Knoll" is the summer home of Whittier. From Hathorne hill, where the lunatic hospital is located, a fine view can be had in every direction. The roads running out of Danvers are all good. Start from Hotel Danvers. For Salem, take High and Water streets, and turn into Margin street, Peabody, which runs into North street, Salem. For Peabody, take Elm and Sylvan streets, and keep straight ahead. For Beverly, take Conant and Elliott streets. For North Beverly, follow Conant street all the way. For Middleton, follow Maple street. For Topsfield, take Maple and Locust streets, keeping to main road until Newburyport turnpike is reached. The turnpike is generally poor in summer. For Wenham, take Maple and Locust streets, turn into Wenham street, cross railroad track and follow main road.

ESSEX.

Essex is a town of about 1,700 inhabitants, situated 27 miles from Boston, and claiming for its industries ship-building, and the manufacture of shoes. The Essex branch of the Eastern Railroad passes through the town. The roads are generally good, although liable to be muddy or dry, as the elements may determine. There is no hotel in the town, and strangers are accommodated by Joseph W. Andrews, at the house at the eastern end of the Long Causeway. Centennial Grove, a resort for picnic parties, is on the border of

Chebacco Lake. There are several wheelmen in the town, who, undoubtedly, would willingly assist the tourist. For Gloucester, take Main street, left on Eastern avenue; for Manchester and Beverly, Main street, right on Southern avenue; for Ipswich, start from post-office, up Main street, Northern avenue, and keep on main road, taking left-hand road near school-house, then keep to right.

GEORGETOWN.

This is a thriving little town of 2,500 inhabitants. The manufacture of boots and shoes is the principal business. It has good railroad communications. The principal objects of interest are Baldpate hill (which is the highest point of land in Essex County, the summit affording an excellent view of the surrounding country), the Memorial Church, Peabody Library and Library Hall. There are seven bicycles and two tricycles in town and a club will probably soon be formed. Charles C. Osgood, Main street, is L. E. C. W. executive. The hotel is the Pentucket House. The roads are good, being of hard riding surface, with one exception: between the town and South Groveland, through the woods for a mile or two where the wheelman encounters a soft, sandy road. In all other directions, the roads are exceptionally good. For Rowley, take south-eastern road from square in front of Pentucket House and bear to the left. For Groveland, north-eastern road, taking left-hand road after passing Pentucket Lake. For Boxford, south-western road, taking left-hand road at junction of two roads. For Newbury, north-eastern road, keeping to right.

GLOUCESTER.

This city has a population of about 20,000. The principal business is fishing, about 650 vessels being employed in the business. The Eastern furnishes railroad facilities. The principal points of interest are the stone quarries at Bay View and Lanesville, at the northern part of the Cape, the Eastern Point light-house and Old Fort at East Gloucester, Bass Rocks, Good-Harbor Beach and the summer houses at East Gloucester. A pleasant bicycle ride of fifteen miles is "Around the Cape," taking in Rockport, Pigeon Cove, Bay View, Lanesville, Annisquam, Riverdale and thence to Gloucester. The Willow roads at Lanesville and Riverdale are both worth a trip to see. Phillips avenue at Pigeon Cove, on the most extreme end of Cape Ann, affords a charming view of the ocean.

Just before entering Gloucester on the main highway from Manchester is the watering-place of Magnolia. Here one finds many beautiful private residences, comfortable hotels and enchanting sea views, with a long stretch of sandy beach known as Crescent Beach. At Magnolia is also found the famous Rafe's Chasm. From Magnolia the ride on Little River Road to West Gloucester is well worth taking.

The soil about town is gravelly and generally in poor condition. Coming into town from Manchester the road is easily ridden, with the exception of one or two hills. Cut road on Western avenue is always fine for bicycling. When roads are bad, the rider can take the sidewalks, looking out for pedestrians. For Essex, from Gloucester Hotel along Western avenue, take road leading off from right at sign-board, and continue on past ice houses. After leaving Slough hill at West Gloucester, the road will be found very fine. The first portion of the route will be found disagreea-

ble, owing to the many hollows made by the ice teams, but after leaving the railroad bridge at West Gloucester the road gradually improves. For Manchester, take Western avenue, passing Magnolia. Coast Sawyer's hill at Fresh Water Cove with care — dangerous curve at bottom. Hill just beyond the first houses met with at Manchester is soft coasting, though notice should be taken of the curve at top. For Rockport, start from Gloucester Hotel, take Main street to post-office, thence turn to left and go up Pleasant street and Prospect, to East Main street (being careful in going around the corner), thence up Dog-hill road, Eastern avenue, and one road to Rockport. Easy riding from Dog hill. Just before entering Rockport, note the fine sea view from Great hill. This road if continued on will bring the rider directly to the Gloucester Hotel, without a single turn off from the main highway, about eighteen miles "Around the Cape." Few coasts are recommended on this ride.

Gloucester has several hotels. The Gloucester Hotel, corner Main and Washington streets, is the L. A. W. house and is the best in the city. The proprietor, George L. Smith, is a warm friend of the wheelman, and does all in his power to make the 'cyclist's visit a pleasant one. 25 per cent. discount to wheelmen. Others are, the Webster House, Pleasant street; Ocean House, Western avenue; Pavilion (summer hotel), Western avenue; Belmont Hotel, Main street. The Pigeon Cove House on main highway "Around the Cape" is first class and makes a discount. The Highland House, Annisquam, is the best at that place. The Bass Rocks House is a first-class summer house and is in charge of F. H. Nunns, late steward of Young's and the Quincy House, Boston.

There are several wheelmen at Gloucester, but no club has been formed. J. S. Webber, Jr., is representative of the L. A. W. and executive of the L. E. C. W., and is always

glad to see visiting wheelmen. He can be found at the Cape Ann Savings Bank. Henry A. Burnham, Jr., corner Prospect and Mason streets, is L. A. W. consul.

GROVELAND.

To wheelmen, Groveland offers few attractions, the roads being poor, as a whole; although there are some quite good runs in the central part of the town. They are mostly hard, with little sand, but rough and hilly. The population is 2,227, and the principal business is the manufacture of flannel, although shoe-making and farming are carried on to some extent. Has meager railroad accommodations. The only object of especial interest is the scenery, which on the river banks is beautiful. There is no bicycle club in town as there are but three riders. Willard H. Griffin, at South Groveland, is the L. E. C. W. executive. There is no hotel in the place, visitors generally going to Haverhill. Take the depot as a starting point to get to Boxford and go south through South Groveland. For Bradford and Haverhill, go through Groveland village, east from the railroad, until the bridge is reached, then north-west. There is a nearer road, but it is very poor. For West Newbury, proceed east, along the river bank, through Groveland village.

HAMILTON AND WENHAM.

The approach into Wenham is hardly noticeable, as you leave North Beverly. By the lakes, one is apt to find the roads not of the best, sand being in abundance; but as the center of the town is reached, an improvement is at once

noticed. Sidewalk riding can be indulged in to a great extent. The principal occupation of the towns of Wenham and Hamilton is farming, as the well-tilled land and acres of waving corn will show. The Eastern Railroad runs through each town and one station serves for both places. Cars are changed here for Essex. On the left, coming east, one can notice the residence of Miss Mary Abigail Dodge (Gail Hamilton). The Chebacco House, on the border of Chebacco Lake, in the Essex woods, is a pleasant resort in summer. There are no repair shops for bicycles in either town where a job other than a bent handle-bar or crank can be carried with safety. From Hamilton to Ipswich is one of the most delightful rides in the county. The road is excellent, and the scenery is ever varying and attractive. Just before entering the latter town, keep a lookout on the right for road to Essex and Gloucester, if you are wheeling that way. It will be found good wheeling the entire distance. For North Beverly, take road to south-east of soldiers' monument at Wenham and follow along the lakes to North Beverly. The south-western road leads to Danvers. Both roads are good. For Topsfield, start from the depot, cross the track into Hamilton, take the first road to the left and keep on main road. Fair wheeling; sandy in spots.

HAVERHILL.

Haverhill is a busy city of 20,000 population, the principal business being the manufacture of boots, shoes and slippers. The Boston and Maine road provides good railroad facilities to Georgetown and Newburyport, and there is a horse-railroad to Groveland. The public library on Summer street is worth a visit and every one will be interested in Whittier's birth-place

on the Amesbury road, about three miles out. Lake Kenoza is a charming body of water and near by is Dr. Nichols' elegant estate, "Castle Winnekenni." There are several riders in the city, but no club; the Haverhill club having, through lack of interest, disbanded. J. Fred. Adams, a well-known wheelman, is L. A. W. consul, and can be found, mornings, at 117 Merrimack street, to give visitors any information needed. Mr. Adams is also corresponding secretary of the L. E. C. W., the city executive being Howard M. Gage. There are several hotels in the city, the Hotel Webster, a league house, on Washington square, being the most desirable, although the Eagle, on Main street, is a good house. Should the services of a bicycle repairer be needed, J. P. Busfield, Mechanics court, can be relied upon. As to the condition of streets for riding, the business streets are paved; the others are sandy and are good only in damp weather. For Merrimac and Amesbury, start from City Hall, Main street, and go north-east through Kenoza avenue; for Plaistow and Atkinson, N. H., north through Main street. Roads are somewhat sandy, but can be ridden. For Groveland, Georgetown, Newburyport, Ipswich and Danvers, start from City Hall, and go east through Main, Water and Groveland streets. Fair riding. For Bradford, Andover, Lawrence, North Andover, Lowell and Methuen, start at City Hall, going south through Main and Bridge streets. Some sand, but fair riding.

IPSWICH.

Ipswich is about 27 miles north-east of Boston and has a population of about 3,800. Its roads have the reputation of being the best of any town in the county. This is mostly

from natural formation. Its principal manufactures are boots and shoes and woolen hosiery, two large mills being devoted to the latter industry. The Eastern Railroad runs through the town, furnishing especial accommodations, as every train makes a stop here. The L. A. W. hotel is the Agawam House, on the top of the hill as one enters the main part of the town, where 33 per cent. discount is allowed the 'cycling fraternity. No bicycle club has as yet been formed, although there are several wheelmen in the town. Fred E. Smith, executive of the L. E. C. W., who can be found at the office of the *Chronicle*, near the foot of the hill previously mentioned, is always ready to give any information or assistance within his power. Although the town is a historic one, being the first place in the county which any European is known to have visited, the objects of interest to the ordinary person are few. Visit Choate's bridge, built in 1764. This is the first stone arch-bridge built in the county, and for a long time the towns-people were afraid to venture over it. It was named in compliment to Judge Choate. Visit also the Public Library and afar gaze on Heartbreak hill, made famous by Celia Thaxter. The county correctional institution is located in the town, but offers little attraction to the worthy wheelman. For Topsfield, take street at foot of hill, leave depot on the right, keep straight ahead, through Willowdale. For Rowley and points beyond, pass straight through Ipswich, leaving flag-staff on left. For Boxford, take same street at foot of hill, leaving depot on left, or pass straight through the town to the flag-staff, leaving school-house on the left. Keep straight ahead, passing through Linebrook. The roads will be found good, although on the last-named route some sand will be encountered. For Wenham and Hamilton, due south, main road. For Essex, take first left at the south green.

LAWRENCE.

This city of 40,000 souls is in the north-western part of the county. The principal business is cotton and woolen manufacturing, there being many large mills in the place. There are ample railroad facilities, both steam and horse. Visitors should see the large manufactories. The Pacific Mills, one of the largest manufactories in the world, employing upwards of 5,000 operatives, stand first. The engraving and printing departments are of especial interest. Fine view of the city from reservoir. The Franklin House on Broadway is the best hotel; the Essex House, Essex street, somewhat cheaper, but good; while the Hotel Brunswick, Essex street, is not recommended. M. D. Currier, 8 East Haverhill street, is L. A. W. consul, and Francis Cogswell, at National Bank on Essex street, L. E. C. W. executive. The Lawrence club is the largest and most active club in the county, numbering about sixty members; W. L. Barrell, secretary. Mr. Currier, the president, holds the same position in the L. E. C. W., and has recently been elected Chief Consul of the Massachusetts Division L. A. W. Bicycles can be repaired at A. L. Bunker's, 280 Common street. There is a racing track in the city and another is to be laid out at an early date. The roads in the city are good, and compare favorably with those of any place in the county. For Methuen, leave Essex street, via Lawrence street, about two miles to Methuen village, direct road. No hills, and but slight ascents. Descend small hill just before reaching village. There are two other roads, but this is the best. No occasion to dismount. For North Andover, down Essex street to right, through Union street, over the Merrimac River, then turn to left and follow horse-car track to Methodist Church at junction of Main street, thence through

Main street to North Andover Centre. Avoid what is called the air-line road from Lawrence to North Andover Centre, as it cannot be ridden. For Andover, down Essex street to right, through Union street, across Merrimac River, straight ahead to Andover, four miles. Direct road and good road bed. Quite a steep hill to ascend on entering the town, but surmountable.

LYNN.

Lynn is well-known as a shoe and leather city. It has a population of 48,654. It has excellent railroad facilities in the Eastern, and Boston, Revere Beach and Lynn railroads, and the Lynn and Boston Horse-railroad. The B., R. B. and L. road (narrow gauge) transports bicycles free of charge. The chief points of interest are High Rock (from which a magnificent view can be obtained), Dungeon Rock Cave (which cannot be reached by bicycle), Lover's Leap on Grove street and the Electric Light Works on Western avenue. Lynn has several hotels; the Boscobel, on Market square, West Lynn, and the Revere House on Market street (the latter having lower rates, but fine accommodations), being L. A. W. hotels. The Sagamore on Union street is a good house, as is also the Kirtland on Summer street. Hotel Nahant on the beach is a summer house. The Star club is an old organization. Frank S. Winship is president and W. H. Pervear, secretary. Mr. Winship is also vice-president of the L. E. C. W., and Mr. Pervear, 9 Market street, is executive of that association. The roads are good all through the season. For Lynnfield, via Flax Pond and Wyoma, turning to left in the square at Wyoma. For Peabody, same as to Lynnfield, only turning to the right in the square at Wyoma. For Salem, Essex street to Forest River road. For Saugus, via

Common and West Lynn, Summer street, via East Saugus. The roads on all these routes are as good as the average Essex County road in summer.

LYNNFIELD.

Lynnfield is but a short ride from Peabody, over a good road. It is a farming district, having a population of 686, and save the fine roads and natural scenery, has nothing of especial interest to the tourist. The Eastern and Boston and Maine roads comprise the railroad facilities. There is but one public house, the Lynnfield hotel. There are no wheelmen in the town, but F. P. Russell, the town-clerk, who keeps a store at the Centre, will doubtless give visitors any needed information. The roads are generally hard and in good condition. For Lynn, Saugus, Peabody or Salem, take the main road at the Centre. The road to Middleton is hilly, but good.

MANCHESTER.

Manchester claims a population of 1,560, and has for its principal occupation the manufacture of furniture. It is 25 miles distant from Boston by road. The Gloucester branch of the Eastern road connects. The hotels are the Masconomo and the Crescent Beach House (both first-class summer hotels), and the Manchester House. The Singing Beach, near the Masconomo, is considered quite a curiosity. There are several wheelmen in the town. The roads in Manchester are of gravel and generally good. For Gloucester, take Central and Bridge streets; Essex and Ipswich, Washington and Summer streets; Beverly, School street.

MARBLEHEAD.

Marblehead is four miles east of Salem. Its principal business is shoe manufacturing, the fishing industry which was once its chief business, having fallen into a decline. It is somewhat noted as a summer resort, the districts of Devereux, Clifton, Peach's Point and the Neck containing numbers of elegant residences and pretty cottages. The town is rich in objects of interest. The harbor is one of the finest on the coast, and is a favorite with yachtsmen. The Eastern Yacht Club has its headquarters at the Neck. See the Lee Mansion on Washington street; the Fountain Inn well (where Agnes Surriage drew the water for Sir Harry Frankland) on Beacon street, near the Old Hill burying-ground; the fish-flakes near by; also, the old St. Michael's Church on Washington street; and the Dungeons on the Salem road. See also Abbot Hall, which contains Willard's painting of "Yankee Doodle." The roads in the town are of good riding surface. Few hills; easily surmounted. Marblehead has a population of 7,467. The Eastern Railroad has two branch tracks here. Besides several unattached wheelmen, there is a good club in town, the Marblehead Bicycle Club, with headquarters in Lefavour's Block, corner of School and Pleasant streets. George Chinn is president and P. Howard Shirley, secretary. Mr. Chinn is also treasurer of the L. E. C. W. and representative and consul of the L. A. W., and can be found at the *Messenger* office, Washington street. Mr. Shirley is the L. E. C. W. executive. There are two hotels. One, the American House, on Washington street, and the other, Hotel Nanepashemet, a first-class summer hotel, at the Neck. The latter is the L. A. W. house and gives 25 per cent. reduction to members. The Clifton House, off Atlantic avenue, is also a first-class summer

house. If any bicycle repairs be needed, John P. Goodwin on Stacey street will attend to same. The road to the Neck is by Ocean street (or Devereux, turning down Beach street) and riding along the beach. The roads are generally of good riding surface. Several hills; mostly surmountable. Fine sea views from every point. See the Churn, Great Head, the light-house, and Eastern Yacht Club house. For Salem, follow the main road to the Our House and take the right-hand road at mile-post. Good, hard road. Coast Forest-river hill with care. For Swampscott and Lynn, take main road to Our House and turn to left. Keep to left all the way. Good, hard road.

MERRIMAC.

Merrimac has a population of 2,500, and is engaged in the manufacture of fine carriages. The roads in the town proper are hilly, although of hard surface. The distance from Boston is 40 miles, and by rail is reached by a branch of the Boston and Maine road, via Newton Junction, N. H. The hotel is the Prescott House, on Main street, and in every respect is first class. There is no bicycle club in town, but there are ten enthusiastic riders, and a club will no doubt be formed this season. There is a good machinist in town, who can easily be found by inquiring. To Haverhill, via Merrimacport, which is three-fourths of a mile distant, the road is sandy. For Amesbury, go east through Main street.

METHUEN.

Situated on the Manchester and Lawrence Railroad, twenty-seven miles north of Boston, Methuen has a population

of 4,392, and is largely an agricultural district. There are also extensive manufactures of cotton, woolen and jute goods, and boots and shoes. The Spicket River, a tributary of the Merrimac, runs through the village. The hotel is the Exchange. The roads are fair. Take Broadway for Lawrence, a straight road. For Haverhill, follow Pleasant street; direct road.

MIDDLETON.

This is a farming district, with a population of 1,000. The extensive seed farms of James J. H. Gregory are located here. There is not much of interest in the place, except the water-works and Middleton Pond, on the border of which is Walnut Grove, a picnic ground. Miss Lucy Curtis, on Lake street, entertains transient guests. The roads are poor. Starting from the square in the village, take Maple street for Danvers and Peabody, following main road. Same street for Boxford, taking first left-hand turn after crossing Ipswich River, and next turn to right for Topsfield. For Andover, follow North Main street to junction of three roads and take extreme right.

NAHANT.

This charming peninsula is reached by a long stretch of hard, level road-way, along the beach from Lynn, making one of the finest rides to be found. Nahant is a summer resort and consequently has but a small permanent population — only 808. It is one of the prettiest places along the coast and is a paradise for wheelmen, Nahant's roads, scenery and fish dinners being proverbial. It abounds in in-

teresting sights and many are the romantic spots to be found along its rocky shores. The Pirates' Cave, under the hill in the rear of the Tri-Mountain House, is a curious sight. The Maolis Gardens are in another part of the village. See the Natural Bridge, Pulpit Rock and Cauldron Cliff near H. Cabot Lodge's residence at East Point. The roads are good throughout the place, but there are some steep hills which should be descended with caution. There are numbers of elegant private residences, and the Star Bicycle Club of Lynn has a cosy cottage, "The Bijou," near the Tri-Mountain House. There are three hotels, the Hood Cottage and the Tri-Mountain and Relay houses, located at Bass Point.

NEWBURY.

'Newbury is the place of the famous oyster-shell road, one mile in length, without a jostle. Just beyond, do not fail to coast the hill of oyster-shell, a long gradual descent and one of the safest of coasts. All through Newbury the roads are of excellent quality, although gradually ascending until Newburyport is reached. The many farms along the road show plainly what the occupation of its inhabitants is. The population is about 1,500. This includes Byfield. Ocean avenue, on the right just before the green is reached, is the residence of William C. Johnson, a veteran wheelman, and consul of the L. A. W. and of the C. T. C. The Newbury Wheel Club, of which he is president, is composed mostly if not wholly of his own family, each of whom has either a bicycle or tricycle. Take sidewalk at this point, if you want good riding (the good people of Newbury will not object), and keep it until the head of the next street is reached, the dividing line from Newburyport, when the road must be

taken again. For Rowley, take main road. For Georgetown, pass through Rowley (see Rowley). For West Newbury, pass through Newburyport.

NEWBURYPORT.

The streets in Newburyport proper are not of the best. The merry sprinkler goes its round so often as to make them about the consistency of mud, and when not muddy, they are apt to be dusty and rocky. In the spring, however, they are excellent, and continue so in many of the cross streets. State street, the principal street, is a rough thoroughfare, and intersected with numerous stone crossings, which make wheeling anything but pleasant. It is the first street one will encounter crossing the approach to the city at right angles. Keep to right. The L. A. W. hotel is the Merrimac House, about one-third way down the street. The Brown Square House, situated on Brown square, near the City Hall, is also a first-class hotel. Newburyport is about 14,000 in population, and for its principal occupations has several cotton factories and shoe shops, one of the latter, that of E. P. Dodge & Co., being, probably, the largest in the world. The manufacture of silver ware also figures quite prominently. Newburyport is 36 miles from Boston, is an old-fashioned city, and abounds in places of historical and modern interest, if one has the time to view them. We will enumerate a few. The former residence of Caleb Cushing on High street; Washington Monument, by J. Q. A. Ward, the eminent sculptor; ship-yards; the shoe shop previously mentioned, on Pleasant street; the remains of the immortal Whitefield, at rest in the Old South Church on Federal

street; the old Lord Timothy Dexter mansion on High street (although it has lost its interest to the stranger from its outer surroundings, still it is interesting to see the house in which this eccentric genius once resided). A little beyond the Dexter mansion, on the opposite side, is the residence of James Parton, the well-known biographer. The Eastern Railroad passes directly through the city, and outside communication is also offered by a branch of the Boston and Maine road. The two ends of the city are connected by a horse-railroad, which also runs to Salisbury Point and Amesbury. The best repairer of machines in the city is F. E. Davis on Pearson's wharf, off Merrimac street. There is no bicycle club nor consul, but P. K. Saunders, who may be found on the corner of State and Pleasant streets, upstairs, will give all the information in his power. For East Salisbury, pass down State street, up Merrimac, left, to Winter street, and take right, carrying you directly over the bridge. The road on the other side will be found poor, sand predominating. For Salisbury and Amesbury, and Portsmouth, N. H., take High street. The ride on High street, from Oldtown to Belleville, is acknowledged to be the pleasantest in this section. About a mile from State street, of three roads, take right for Amesbury, left for West Newbury, Groveland and Haverhill. Average country roads. The Essex Merrimac bridge, of the old chain variety, is encountered a little further on. This old bridge was built in 1828, and was the first of its kind in the country. Standing on it, a glance up or down the river will unveil to the eye views of quiet beauty, seldom equaled in any part of the world. On the left, between the old chain part and the new draw, is the residence of Harriet Prescott Spofford, the authoress. This part is called Deer Island. Across the river, to the left, the city water-works can be seen.

NORTH ANDOVER.

North Andover is a noted agricultural town, excelling all other places in the county in the number and extent of its farms. Congressman W. A. Russell owns probably the finest fancy-stock farm in the state. The town boasts three large woolen mills, one of them being the first of the kind started in America, also an extensive shop, for the manufacture of cotton and woolen machinery. The population is 3,500. Ordinary railroad accommodations. The objects of interest are its picturesque scenery, its beautiful mansions (one of the most prominent being Gen. Sutton's charming estate, "Hill Crest"), its picturesque lake, covering some 1,500 acres, its historic burial places, etc. There are no hotels here. Isaac F. Osgood and George B. Loring at North Andover Centre accommodate guests. There is no bicycle club in the town. There are seven or eight riders, however. George L. Wright is executive of the L. E. C. W. The roads, generally, are good for country roads, soft in places and with an occasional hill, yet the rider will find little trouble in picking good traveling in almost any direction. Towards Lawrence and Andover they are very good. Towards Salem, rather soft at first, but improving as the rider leaves town. Towards Haverhill, they are soft and hilly, making decidedly hard work on a warm day. Starting from the Centre, for Lawrence, follow the horse-car track; Boxford, Essex street; Middleton, Salem street; Andover, Andover street; Bradford, Prospect street.

PEABODY.

This is a thriving tanning and currying town, having a population of something over 9,000. The roads are fairly

good for bicycling, but there is no club here, although there are several wheelmen. Frank I. Proctor, 113 Lowell street, is executive of the L. E. C. W. Harry F. Spofford, at store 58 Main street, will also give visitors any information desired. Strangers should visit the Peabody Institute, on Main street, near Wallis, and see Queen Victoria's portrait, presented to George Peabody by Her Majesty. Also see the new Town Hall, and old burying-ground on Main street. Ship Rock, the largest boulder east of the Mississippi, is worth seeing. The only hotel is Baldwin's, in Monument square, which is as good as the average town hotel. For railroad facilities, the Eastern road runs through and there are horse-cars to Lynn and Salem. There is no place in town where anything more serious than a bent handle-bar can be attended to. The roads leading out of town are all of good, hard surface, with the exception of the turnpike. For Salem, take Main street. For Danvers, take Central street to Andover street, keeping straight ahead, which will bring you out at the square in Danvers. To go to Middleton, same as to Danvers, taking right-hand road marked "Andover" on Andover street, which runs into Middleton. For Lynnfield, take Washington street to Tapley's Brook, then turn to right and keep on the straight road.

ROCKPORT.

Rockport has a population of 4,000 and is situated 35 miles from Boston. Its principal industry is stone cutting and quarrying. Fishing and agriculture also figure prominently. A branch of the Eastern Railroad runs to the town. The hotels are the Rockport and Abbott Houses. There is not a wheel owned in town, and all information locally, must

be obtained by inquiry. The roads are in good condition most of the year. There is no sand, but the roads are hard, and in some cases, border on the rocky. For Gloucester, follow Main street, south-west; or, take North street to Pigeon Cove and follow the road around the cape.

ROWLEY.

Rowley is about four miles from Ipswich and 28 miles from Boston. Its principal industries are heel manufacturing and farming. The hotel is the Eagle House, on the main road. There are a few wheelmen in the town (although as yet, no club), any of whom will willingly give information. Call at Bailey's drug store, on the left, just beyond the hotel. The Eastern Railroad passes through the town. The roads in Rowley are especially good, being hard and dry and next to Ipswich's in quality. A visit to Prospect hill, the second hill in height in the county, will well repay one. From Rowley to Newburyport is a delightful ride of about eight miles, the road being good all the way. Stop at Bean's Crossing, so called, in Rowley woods, and refresh yourself from the "moss-covered bucket" of the well near by. For Georgetown and Boxford, take right of green at the hotel, unless coming east, when keep a lookout for road on the right, just before entering the town proper.

SALEM.

A busy city of nearly 28,000 inhabitants, Salem is the trade center of the south-eastern portion of the county. Cotton manufacturing forms the principal industry, although exten-

sive business is done in shoe manufacturing, tanning and currying. Salem has excellent railroad facilities, both steam and horse. There are numbers of fine residences in the city, those around the Common and on Chestnut street being especially noticeable. Salem abounds in objects of historic interest. See the Court House on Federal street, the "House of Seven Gables" on Turner street, old Witch House on North street, the Custom House on Derby street, Plummer Hall (First Church in rear) and the Museum on Essex street, the jail on St. Peter street, and Gallows Hill (where the witches were hung). The roads are fairly good, and Lafayette street makes an unexceptionable ride. The Willows and Juniper Point are summer resorts at Salem Neck and are reached by a sandy road; nevertheless large numbers of wheelmen congregate at those places every Sunday during the summer. Of the hotels, the Essex House, L. A. W. hotel, at 176 Essex street, is the best; the Central House, opposite E. R. R. station, coming next. Other hotels are the Farragut House on Derby square; Higbee House, 150 Washington street; and Lafayette House, 140 Lafayette street. The Juniper House at Salem Neck and Ocean House at Juniper Point are summer hotels. There are two good bicycle repair places—A. J. Philbrick's, 136 Bridge street, and Paul B. Patten's, 16 Lafayette street. R. H. Robson, 39 Boston street, is L. A. W. consul and L. E. C. W. executive. There are two clubs, the Salem and the Hawthorne. The former has elegant club rooms at 252 Essex street, room 13, the latter's quarters being at corner of Essex and Liberty streets. Frank P. Symonds is president and Thomas Courtis, secretary, of the Salem club, and Warren Gray is president and Alden Babcock, secretary, of the Hawthorne. For Marblehead, by Lafayette street to Forest River, up the hill, first turn to left. For Peabody, take Essex street,

turning into Boston street. For Beverly, take Essex street, Washington square, Winter and Bridge streets, over the bridge. For Swampscott, by Lafayette street, turning into Loring avenue on right and keeping on main road, or turning to left after passing Hotel Wallace. For Lynn, same as to Swampscott, or up Essex street, Highland avenue, keeping on the turnpike. All these roads are good, except the turnpike, which is sandy in dry weather.

SALISBURY.

Salisbury Point is a noted place for row-boats; in fact, their manufacture is the chief industry of the place. Take sidewalk for good wheeling. For Portsmouth, take street on right, passing Rocky Hill meeting-house, leaving it on the right. This is a few miles further than to have gone direct from Newburyport, but the road is much better. For Amesbury, take right after crossing Powow River bridge. The road is poor, but the 'cycler who is not troubled with conscientious scruples will undoubtedly take the sidewalk. For Newburyport, due south, main road from flag-staff.

SAUGUS.

Saugus is a pretty place of some 3,000 inhabitants. Its business is principally shoe manufacturing. It has good railroad connections, both steam and horse. The scenery is charming. From the top of Ballard Hill, near East Saugus, is a fine view. There is no club in the place, there being but few riders. The Sunnyside House, by the wayside on

the main road, is the only public house. The roads are hard and good nearly all summer. For Lynn, via East Saugus and Summer street. For Lynnfield, take the Newburyport turnpike. Good roads.

SWAMPSCOTT.

This little fishing town is well-known as a summer resort. It has a population of 2,501 and good railroad facilities. There are numbers of fine summer residences in the town, and in the season the streets are alive with stylish turn-outs. Its roads are first-class. The Soldiers' Monument at the terminus of the horse-railroad is one of the sights of the town. Not many wheels in town, and no club. The hotels that are open all the year are the Ocean Cottage, De Upton Hotel and Beach House. The summer hotels are the Lincoln House, Cliff House, Hotel Beacon, besides the private boarding-houses, Anawan, Blaney and Cove houses. The Hotel Preston at Beach Bluff, near the Marblehead line, is a first-class summer hotel. For Lynn, take Humphrey street and follow the horse-railroad track up King Beach hill to Ocean street. For Marblehead, take Humphrey street, straight ahead, avoiding Atlantic avenue. A pretty ride is around Phillips' Point, turning to right of Humphrey street at pump. For Salem, take Humphrey street, Burrill street past the depot, and turn down Forest River road on right; or, same as to Marblehead, taking first left-hand road after passing Phillips Beach station.

TOPSFIELD.

Topsfield is about twenty miles from Boston by the old turnpike, about twelve miles from Newburyport, and about six

from Ipswich. Its population is 1,165, and its principal business, the manufacture of shoes. The Boston and Maine Railroad passes through the town. Near the Town Hall is the old Capen house, said to be over two hundred years old, and in the south-western part of the town is the copper mine. There are two hotels in Topsfield, the Elmwood House, near the Town Hall, and the Topsfield House, near the depot. The roads are very good, though apt to be a little sandy on the outskirts during a dry season. From Middleton, Boxford and Ipswich, there are no large hills, while from Danvers, Wenham and Hamilton, one may encounter hills which will require a dismount. Take the turnpike east for Ipswich, west for Danvers. For Boxford, take street west of Common, cross railroad track and turn in first road on right. Follow Main street east for Hamilton, west for Middleton. For Wenham, take Central street, off Main. The roads are poor and sandy.

WENHAM. *See* HAMILTON.

WEST NEWBURY.

Nothing of especial interest in the place. No railroad runs through, but communication with Haverhill and Newburyport is offered by a stage line. Pass directly through the town for Groveland, keeping lookout on right for road to Merrimac. For Newbury and Newburyport, take main road east. Same to Amesbury, branching off at left of three roads at Newburyport. For Haverhill, take main road west, passing through Groveland.

THE LEAGUE OF ESSEX COUNTY WHEELMEN.

Among the 'cycling institutions of this country, but few are better known to the wheeling fraternity than the League of Essex County Wheelmen. The league, composed of the riders of a single county, though it has not yet attained its second year of existence, has made for itself an enviable name by its enterprise in matters pertaining to the wheel. From the earliest days of bicycling in this country, Essex County has always taken an active interest in the two-wheeler. The project of forming a league was suggested by "Ellsworth," a Newburyport correspondent of the *Bicycling World*, who, realizing the need of such an organization, started the ball in motion in the spring of 1882, and the subject was well discussed in the columns of that paper, being popularly known as the "Newburyport Idea." It met with much favor, and the Lawrence club, one of the liveliest clubs in the county, soon took up the matter in earnest. Invitations were sent to all the county wheelmen, inviting them to meet at Lawrence, on Memorial-day, for the purpose of forming the league, and on the day appointed, over 100 wheelmen put in an appearance. After a grand parade and banquet, which was generously provided by the Lawrence club, the league was officially formed and a constitution adopted. The following officers were elected, to

serve for one year: — President, M. D. Currier of Lawrence; vice-president, Eugene F. Davenport of Marblehead; secretary, J. Fred. Adams of Haverhill; treasurer, James P. Burbank of Salem; commander, Walter O. Faulkner of Lynn. Executives were also appointed, one for each city and town, their duties to be similar to those of L. A. W. consuls.

The league at once gained a good hold on the county riders, and the membership roll soon ran up to 133 names, nearly every one being that of an ardent wheelman. With that material the league went to work and it was decided to have a meet every month during the riding season. The next meet was held at Salem, August 24, and consisted of a run to Nahant, where the day was spent in picnic style. The third meet was held at Marblehead, September 18, the local club being in charge of arrangements; and the fourth (which was the last of the season), at Beverly, the Thorndike club doing the honors. The meets were all well attended, and proved very pleasant and successful affairs.

But in the meantime the officers had not been idle. A set of rules and by-laws to govern the league was adopted and the organization put in working order.

The second annual meet was held at Lynn, Memorial-day, over 200 wheelmen being present. After a parade about the city, the business meeting was held, at which the following officers were elected for the ensuing year, the president and recording secretary receiving the compliment of a re-election in recognition of untiring services performed during the previous year: — President, Mahlon D. Currier; vice-president, Frank S. Winship of Lynn; recording secretary, J. Fred. Adams; corresponding secretary, Leland H. Cole of Beverly; treasurer, George Chinn of Marblehead.

The sixth meet was an excursion from Salem to Nahant, August 7. The seventh meet took place at Marblehead,

September 3, the day being spent with sports at a grove by the sea. The eighth and last meet of the season was a race meeting at Lawrence, September 29, for prizes of gold and silver medals. In the one-mile race, A. E. Davidson of Lynn won first prize, and W. O. Faulkner of same city, second. In the two-mile race, W. B. Segur of Andover was first and Faulkner second. Faulkner also won first prize in a five-mile dash, and John Tacy of Lawrence, second. An obstacle race concluded the events and was won by P. Howard Shirley of Marblehead, Henry L. Daniels of Lawrence taking second prize.

Besides the regular meets, the various clubs have been on visiting terms with each other, and have made frequent trips back and forth, entertaining most hospitably. The league has made a complete success of its efforts to establish good-fellowship and fraternal feeling among the wheelmen of the county, and with the aid of executives, members are assured of cordial treatment when in any of the towns or cities.

The fair sex having knocked at its doors, in the winter of 1883-4 the league threw open its portals to them, and Miss Cora I. Smith of Amesbury was the first lady to enter.

The league has a membership of 152, distributed as follows:—Lawrence has 40; Lynn, 27; Salem, 29; Beverly, 14; Marblehead, 9; North Andover, 6; Haverhill, 5; Amesbury, Andover, Gloucester and Peabody, 3 each; Georgetown, Ipswich, Merrimac and South Groveland, 2 each; Methuen, 1. Out of the county,—Medford, 1; Springvale, Me., 1.

The league is doing everything possible to promote the interests of wheelmen, and as an evidence that its efforts are appreciated, the membership is constantly increasing.

THE BICYCLING WORLD

— IS A —

JOURNAL DEVOTED TO THE INTERESTS OF 'CYCLERS.

The Oldest and Best Journal of the Kind in America.

J. S. DEAN,
Editor.

ABBOT BASSETT,
Managing Editor.

THE SUBSCRIPTION PRICE

IS ONLY

$2.00 per annum. $1.00 for Six Months. And we will send it Three Months for Sixty Cents.

SPECIAL TERMS TO CLUBS. SEND FOR CIRCULAR.

Combination Offers.

WORLD and Wheelman, $3.50;
WORLD and 'Cyclist, $3.75;
WORLD and Tricyclist, $4.60.

E. C. HODGES & CO.,

PUBLISHERS,

No. 8 Pemberton Sq., Boston, Mass.

STODDARD, LOVERING & CO.,

10 MILK STREET, BOSTON, MASS.

SOLE AGENTS FOR THE UNITED STATES FOR

The Rudge Light Roadster,

The British Challenge,

The American Rudge,

The National, Apollo, and Coventry Rotary and Convertible

TRICYCLES

Call and examine the Finest Stock of Wheels in this Country before ordering.

THE CHALLENGE

Bicycle and Tricycle Repair Shop.

Nickel-plating and Painting, Sundries, Stamping, Forging, etc., etc.

HARRY D. HEDGER,

8 AND 10 CHURCH STREET, - - BOSTON, MASS.

JOHN WOOD, JR.,

AGENT FOR

THE POPE MANUFACTURING CO.'S

Columbia Bicycles and Tricycles.

PARTS AND SUNDRIES OF ALL KINDS.

A FULL LINE OF

SECOND-HAND BICYCLES CONSTANTLY ON HAND.

Repairing, Painting and Nickeling.

EASY TERMS ON INSTALLMENTS. PURCHASERS TAUGHT TO RIDE FREE.

No. 52 Rantoul Street, Near Eastern Depot,

BEVERLY, MASS.

BASS ROCK HOUSE,

Good Harbor Beach, Gloucester, Mass.

This popular House will be open June 1st, 1884, under a new and liberal management.

NUMEROUS IMPROVEMENTS.

EXCELLENT LOCATION.

For Rooms and Terms, Address

F. H. NUNNS, Proprietor.

AMERICAN HOUSE,

WASHINGTON STREET, NEAR THE DEPOT,

Marblehead, Mass.

I. W. KIMBALL, Proprietor. P. W. CHADWICK, Clerk.

Lately Enlarged and Improved. A Good Boarding Stable connected with the House. First-class Table Board. Catering a Specialty.

Revere House,

NELSON J. WALES, PROPRIETOR. VICTOR N. COX, CLERK.

Market Street, Lynn, Mass.

This House has been thoroughly remodeled and refurnished, and is run on the American and European Plans. Board and Rooms on reasonable terms.

"THE 'CYCLER'S HOME IN GLOUCESTER."

Gloucester ·:· Hotel,

Cor. Main and Washington Sts.,

GLOUCESTER, MASS.

GEORGE L. SMITH, Proprietor.

The regularly appointed Headquarters of the L. A. W. and C. T. C.

TERMS: $1.25 to $1.75 Per Day.

Discount, 25 per cent. to Wheelmen

PAUL B. PATTEN,

(Successor to Z. GOODELL & CO.,)

MACHINIST AND BLACKSMITH,

16 LAFAYETTE ST., NEAR SOUTH BRIDGE, SALEM, MASS.

Mill Work and Shafting, Fire-Proof Doors and Window Shutters, Steam Piping, Snow Fenders, Window Grating, Iron Fence, &c., of various patterns, made in the best manner. Particular attention paid to Jobbing and Repairing.

BICYCLE REPAIRS PROMPTLY ATTENDED TO AT REASONABLE RATES.

ESSEX HOUSE.

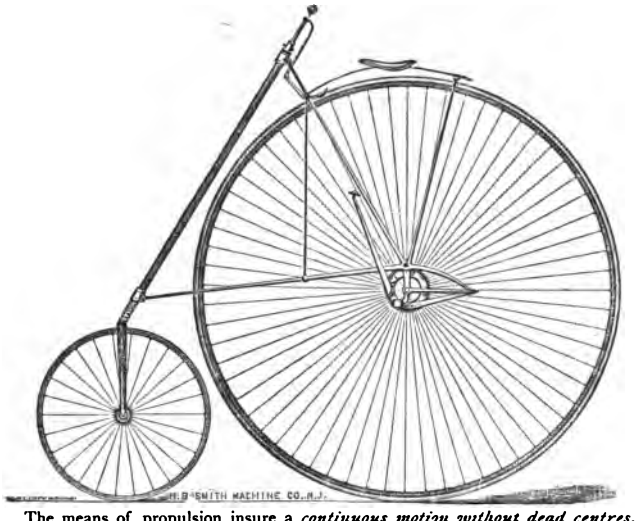
W. W. DAVIS, Proprietor.

SALEM, - - - - - MASS.

DINNERS, 50 CENTS.

THE AMERICAN STAR BICYCLE.

A Practical Roadster, Safe from Headers or Other Dangerous Falls.



The means of propulsion insure a *continuous motion without dead centres*, a requisite condition for both speed and power.

The new *flat-seated* tires are a great improvement, and the new square grooved rim forms a wheel that will *not buckle*.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion and coasting, the Star leads all Bicycles; while its positive action, quickness in steering and economy in pedaling are excluded from any other similar vehicle.

The workmanship and entire practicability of each and every machine are fully guaranteed. For further particulars, address

H. B. Smith Machine Co., Smithville, Burlington Co., N. J.

A. J. PHILBRICK,

No. 182 BRIDGE STREET, SALEM, MASS.,

Manufacturer of and Dealer in

BICYCLES.

All Kinds of Repairing done in a thorough manner. All work done warranted to give satisfaction.

THE TOURIST'S DELIGHT.

The "Delight" is a filterer, connected with a mouth-piece by a small rubber tube 18 inches in length; is very neat and light and can be carried in the vest pocket.

Price, post-paid, 50 cents. Liberal discount to the trade. Address the inventor and manufacturer, E. H. CORSON, East Rochester, N. H.

PERFECTION AT LAST!

DURYEA'S

Combined Saddle and Spring

FOR BICYCLES.

Read and be Convinced. **Buy and be Happy.**

CHICAGO, October 31, 1883.

I have just won the six-days' bicycle race in this city, covering 889 miles in six days, of twelve hours' daily riding, and rode the entire distance on a Duryea Saddle, manufactured by the Missouri Wheel Company of St. Louis, which saddle I recommend to all wheelmen who desire ease, comfort and safety in riding. I shall use no other saddle in the future. Morgan, who came in second in above contest (884 miles), also used a Duryea Saddle.

JOHN S. PRINCE.

CHICAGO, March 18, 1884.

MISSOURI WHEEL CO.:

Gentlemen:—We have both ridden the Duryea Saddles bought of you last summer in all our rides and races since, and we think so well of them that we shall ride no others in future. Please send us two new ones for our ride from New York to San Francisco.

Yours truly,

WM. M. WOODSIDE,
WM. J. MORGAN.

Fits any Machine. In short, it is Low, Neat, Comfortable, Adjustable, and Cheap. Why suffer on the Road any Longer? Try it once and you will "Use no other," for it Makes Road Riding a Luxury. Order early as possible.

PRICES.—JAPANNED, $3.00. NICKELLED, $3.75.

Special Terms to Dealers.

MISSOURI WHEEL CO.

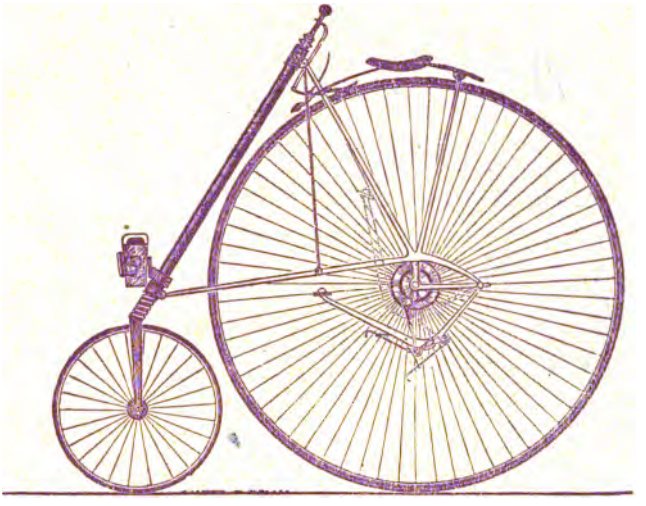
210 and 212 N. 12th Street, near Olive St.,

ST. LOUIS, MO.

Send postal for our list of New and Second-hand Bicycles for sale.

SPECIAL IMPROVED

AMERICAN STAR BICYCLE.



R. H. ROBSON, SOLE AGENT FOR ESSEX COUNTY.

ALSO, AGENT FOR THE

Harvard Special, Yale, Cornell, British Challenge & Rudge Bicycles,

— AND THE —

HARVARD AND AMERICAN TWO-SPEED RUCKER, THE VICTOR, AND RUDGE TANDEM SOCIABLE TRICYCLES.

SECOND-HAND BICYCLES.

Repairing and Nickel-plating done at Lowest Prices and in the best manner.

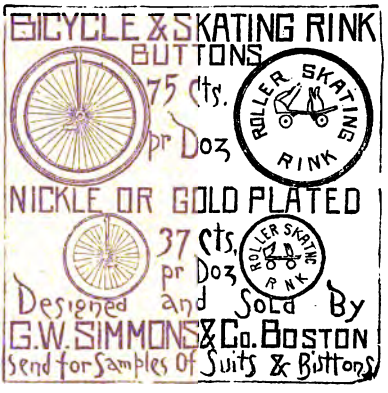
THE BUTCHER AND McDONNELL CYCLOMETERS.

Duplicate parts and sundries for English and American Bicycles.

R. H. ROBSON,

No. 39 Boston Street, - Salem, Mass.

BICYCLE ⁘ UNIFORMS.

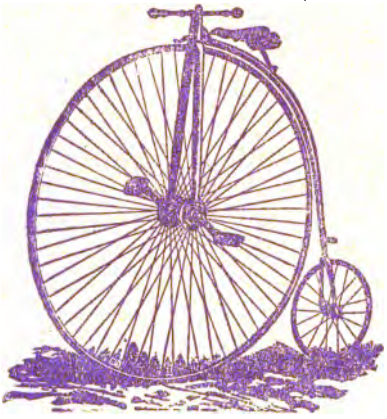


G. W. SIMMONS & CO.,

Nos. 32 to 44 North Street, Boston, Mass.

COLUMBIA BICYCLES.

STANCH AND RELIABLE ROAD-STERS.



Finest Materials.

Skillful Workmanship.

Send Three-Cent Stamp for Illustrated (36-page) Catalogue, fully describing these Machines.

THE POPE M'F'G CO.,

No. 597 Washington Street, - - - Boston, Mass.

3 2044 024 352 478

This book should be returned to the Library on the last date stamped below.

A fine of five cents a day is incurred by retaining it beyond the specified time.

Please return promptly.

DUE NOV 3 1914

BOOK DUE-WID
CANCELLED
JUN 12 1973
JUN 14 1978

DUE JAN 1 '97

SEP 12 '66 H
CANCELLED
1163531

WIDENER
SEP 07 1995
SEP 1 1995
BOOK DUE

CANCELLED
4 5 1 4 7 5 3

NOV 2 '73 1973